THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) DTC has made a proposal to Government for rationalisation and revision of fares.

(b) No decision on the proposal has been taken. The losses suffered are as follows :—

(Rs. in crores)

	1986-87	1987-88	1988-89 (provisional April, 1988 to February, 1989).
1. Working loss . .	38.63	45.96	50.94
2. Depreciation . .	11.69	11.96	12.71
3. Interest . . .	11.94	20.96	32.30
4. Net loss . . .	62.26	78.88	95.95

(c) The financial performance of the DTC is periodically reviewed and reasons for losses analysed which reveal that the main reasons for the losses have been its low fare structure, coupled with rapidly rising cost of operations.

(d) and (e) Every private bus that runs under DTC is allowed to ply only when it has a vehicle fitness certificate issued by the concerned Transport Authority. As and when, the private bus is found by the checking squad as not adhering to the conditions of upkeep, owners of Private operators' buses are asked to rectify the faults failing which strict action is taken.

Opposition to the New Motor Vehicles Act

1848. SHRI SURESH KALMADI : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether it is a fact that the Association of State Road Transport Undertakings are against the new Motor Vehicles Act ; and

(b) if so, what is Government's reaction thereto ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) No, Sir.

(b) Does not arise.

Rail Link of tribal areas of Madhya Pradesh

1849. SHRI SURENDRA SINGH THAKUR : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a major part of the tribal regions of Madhya Pradesh is not linked by rail ;

(b) if so, what steps have been taken by Government to link the tribal belt of Madhya Pradesh by rail ;

(c) whether any such railway project for tribal belt of Madhya Pradesh is under consideration of Government ; and

(d) if so, what is the present status of such project ?